

***Bristol Walking Alliance (BWA) welcomes the increased permeability of the pedestrian environment to be provided within the new development. However, we believe any such development must go along with a significant contribution from the developers to improving the public access to and around the venue. This includes making better use of buses and trains and reducing the dependence on access by car. The associated Longmoor Village development provides an opportunity to allow better access by foot to the stadium from the Long Ashton Park & Ride.***

### **Public realm within the development**

We have no objection to the proposals for the public realm to be provided within the development. Given that the venue must accommodate regular large crowds, it should be expected that there will be wide walkways with minimal obstructions. The increased permeability of the site is welcome.

We ask that there should be raised table pedestrian crossings on all arms of the Wedlock Way roundabout, including at the proposed entrance to the car park, to allow pedestrians to safely proceed to and from the site. This will mitigate the more complex traffic movements that will otherwise be a hazard to pedestrians around the significantly enlarged roundabout.

### **Access by car**

Severe congestion and parking problems occur whenever there is a large event at Ashton Gate Stadium. Congestion causes air pollution from slow moving motor vehicles. Parking problems in the streets around the venue cause pavements and road crossings to be obstructed. These problems can only be made worse by including a multi-storey car park as part of the development. It will encourage more people to think they can travel by car to events, but not significantly reduce the amount of excess parking that will occur in the surrounding streets. We believe parking should only be provided on-site for the disabled and that much more needs to be done to support access to the venue by other modes of travel.

### **Access by bus**

Although the Metrobus route runs past the venue on the other side of Winterstoke Road, bus stops on this route are some distance away. We would expect a significant contribution towards the installation of a new stop for the venue on this route. The pedestrian routes to the current stops are inadequate, to be exacerbated by the greater number of people who will be using the site.

We also would have expected improved bus stop facilities for other bus services which pass the site, not just the event-specific shuttlebus layby that is being proposed. The Smyth Road bus stop on the south-west side of Winterstoke Road does not have a layby to allow other traffic to pass. Regular service bus stops should be upgraded to provide good shelter and seating and travel information for the increased number of users who will use the site even on non-event days.

### **Access by train**

There has been some speculation about a future railway station at Ashton Gate linked with the re-opening of the line from Portishead to passenger trains. However, there is no mention of this in the application. We would expect some contribution, at least, towards the design and planning of such

an important facility that could offer much improved access to those from outside the area, including away team supporters.

### **Access by foot**

One way of reducing the number of cars trying to reach the area when there are events is to encourage use of the Long Ashton Park & Ride for parking. However this would require a much better pedestrian link from the Park & Ride to the venue. There is an opportunity to provide such a pedestrian link as part of the associated development of Longmoor Village. In our comments on that planning application (21/03166/P), we suggest this is sufficiently important that the Longmoor Village development is not approved unless such a route can be provided.

### **Public realm surrounding the development**

In order to allow a greater proportion of the visitors to the venue to arrive either by walking or by using public transport, the public realm around the outside of the development needs improvement.

We welcome raised table junctions to the site from Marsh Road, for the hotel access road and for the crossing of Wedlock Way, but ask that these use Continuous Footway design conventions to make it clear that pedestrians have priority over road traffic.

The new raised-table crossing on Ashton Road should be made into a zebra crossing, to show that pedestrians have priority.

We welcome the provision of an 8m wide single-stage Toucan crossing across Winterstoke Road. Since it is single-stage (as described in 4.82 of the Transport Assessment Part 1), there should be no central reservation in the middle (as shown in Figure 4.7). However, this crossing also needs compatible improvements to access on the south-west side of the road to provide better pedestrian connections to buses, trains (in the future) and the Long Ashton Park & Ride.

Bristol Walking Alliance  
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